

**Road Pavements Forum, Cape Town
12 - 13 May 2015**



Update on progress with the Road Transport Management System (RTMS)

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Management Systems
CSIR Built Environment



XNMO47 GP



Road Transport Management System

RTMS

Driver Wellness • Safety • Loading • Productivity

The Culture of Non-compliance

- Overloading
- Speeding
- Vehicle maintenance (brakes, tyres, lights)
- Driver hours
- Reckless driving
- False licenses (vehicles & drivers)
- Load securement
- Bribery & corruption



Regional Road Transport Issues

**QUALITY
OF LIFE**

Road safety
Congestion
Cost of logistics
Road condition

**GLOBAL
COMPETITIVENESS**

Transport efficiency
Cost of logistics
Congestion
Cross-border delays
Optimum road
maintenance

**HEAVY
VEHICLE
TRANSPORT**

“maintaining and preserving
natural systems”

**SUSTAINABLE
ENVIRONMENT**

Transport efficiency
Road crashes
Road condition
Congestion
Energy consumption
Emissions

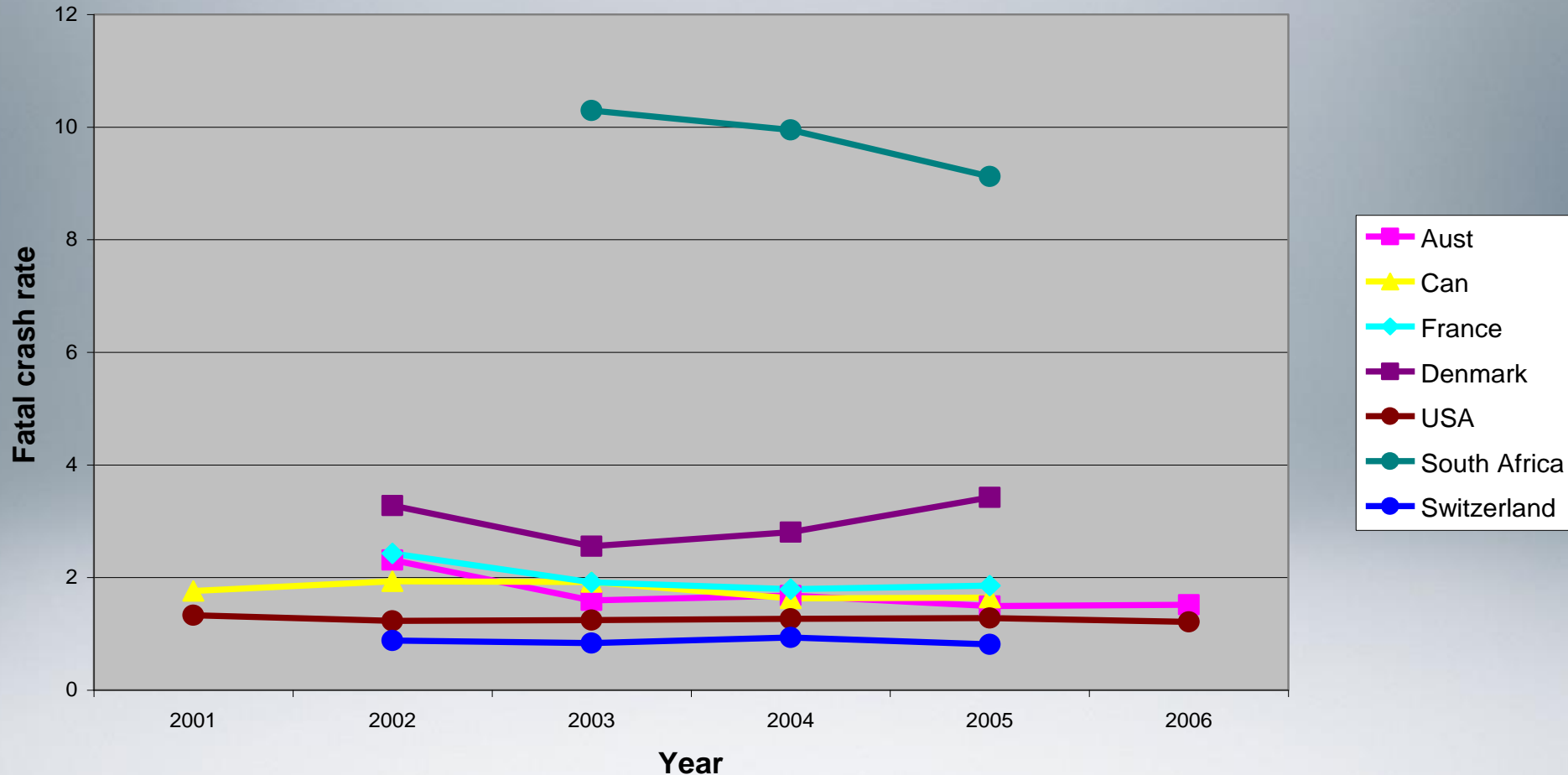


Brake & Tyre Watch Results

| Location | Inspected | Discontinued | % |
|--------------------------|------------|--------------|------------|
| City Deep | 24 | 21 | 88% |
| Middelburg | 35 | 24 | 69% |
| Centurion | 41 | 17 | 42% |
| Midway KZN | 26 | 10 | 38% |
| Kroonstad | 8 | 7 | 92% |
| Brackenfell, W. Cape | 25 | 25 | 100% |
| Pietermaritzburg | 12 | 11 | 92% |
| Port Elizabeth | 15 | 6 | 40% |
| Rustenburg | 7 | 5 | 72% |
| Polokwane | 11 | 10 | 91% |
| Midway KZN | 24 | 20 | 83% |
| Bloemfontein | 24 | 20 | 83% |
| Nelspruit/Komati | 13 | 12 | 92% |
| TOTAL (27 events) | 594 | 397 | 67% |

**27
B&TW
events
from
Feb.
2006
to date**

Heavy Vehicle Fatal Crash Rates



Fatal truck crash per 100 million vehicle kilometres travelled

Source: OECD report, Moving Freight with Better Trucks, 2010



Road Safety

Infrastructure Protection

Fair Competition between modes & operators

OVERLOAD CONTROL

National Overload Control Strategy

Implemented by National, Provincial and Local Authorities

Infrastructure & Equipment

- Main routes (major facilities)
- Alternative routes (minor facilities/screening)
- Monitoring (HS-WIM)
- Alternative weighing equipment
- Private weighbridges

Self-regulation

- Road Transport Management System (RTMS)
- Performance-Based Standards (PBS)

Legislation

- Consignors/Consignees
- 5% Tolerance
- User charges
- Habitual Overloaders
- Public Prosecutors
- Alternative weighing equipment
- AARTO

Information sharing & Public Awareness

- Overload website
- Overload information booklet

Operations

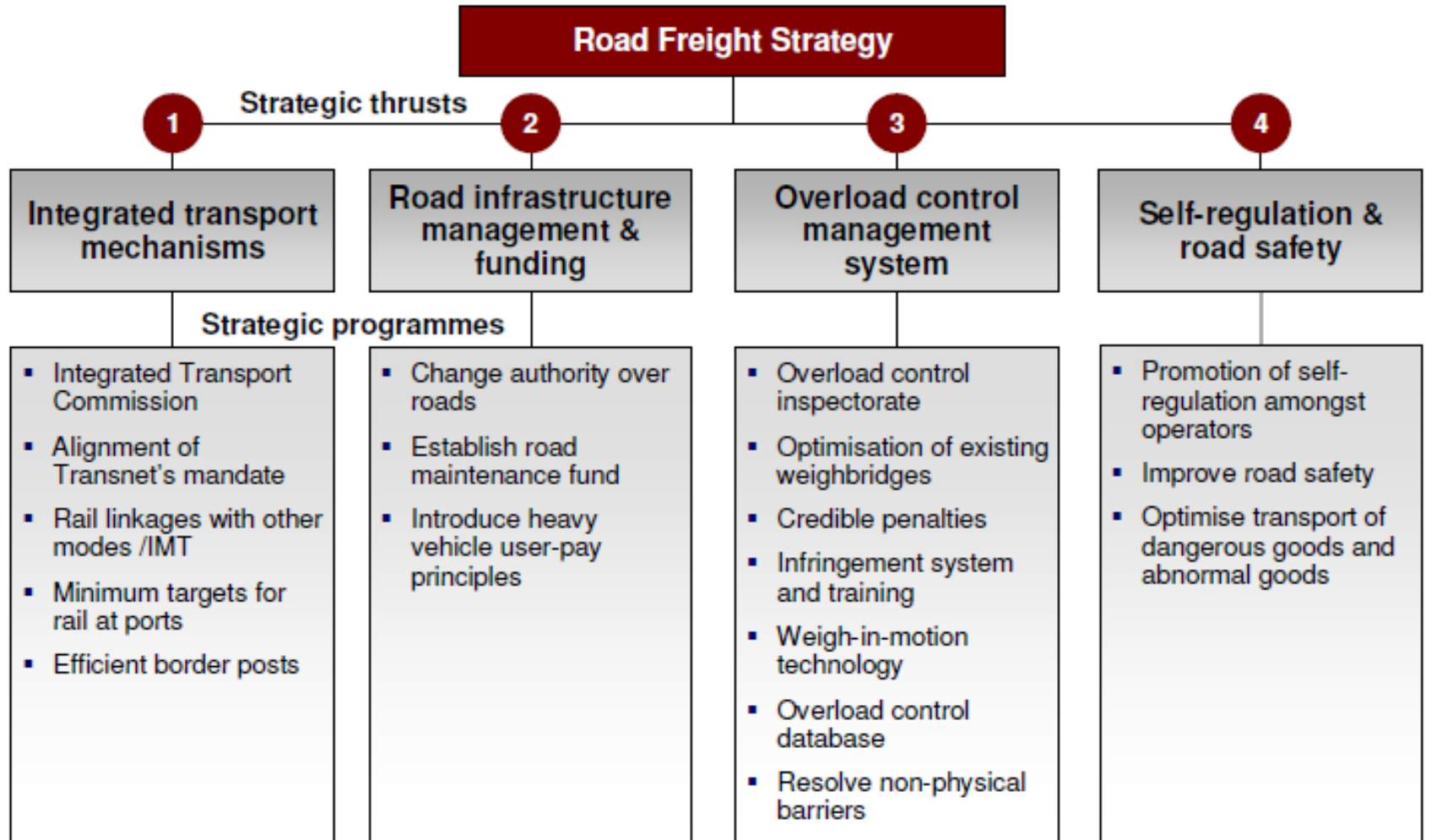
- Human Resources
- PPP
- Training
- Guideline document for law enforcement

Co-operation

- Provinces
- Local authorities
- Department of Justice
- Private sector



Strategic thrusts & programmes



Operational issues: Driver and vehicle fitness; system and systems integration; performance

The Road Transport Management System

- RTMS is an **industry-led**, **government-supported**, **voluntary**, self-regulation scheme that encourages **consignees, consignors and road transport operators** to implement a **management systems standard** with outcomes that contribute to **preserving road infrastructure, improving road safety and increasing productivity**.
- Key focus areas are:
 - load optimisation (minimise over- and under-loading)
 - driver wellness
 - vehicle maintenance
 - productivity

SOUTH AFRICAN NATIONAL STANDARD

Road transport management systems

Part 1: Operator requirements — Goods

RTMS Standard Summary

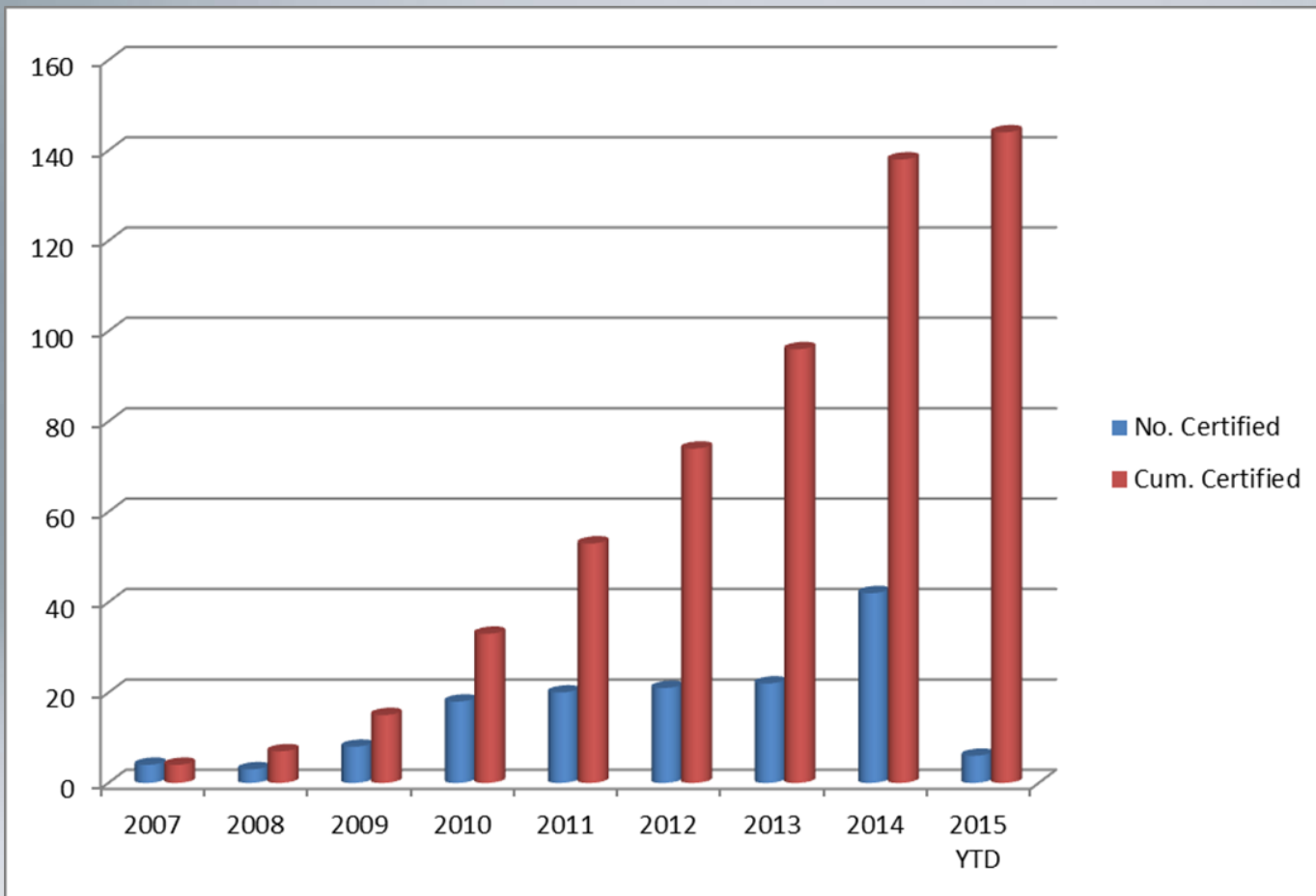
(SANS 1395-1:2014)

| Loading Control | Safety/ Compliance | Driver Wellness | Support |
|---|---|---|--|
| <ul style="list-style-type: none">- Fleet Inventory- Control of loading- Prevent Overloads- Optimise Payload | Vehicle Maintenance Basic Roadworthiness Minimising breakdowns Speeding Controls Accident Analysis Traffic violations Risk Management | Medical Fitness Chronic illness Management Fatigue Management Driving hours Wellness Initiatives (Nutrition etc.) | Providing skills development to ensure drivers obtain and retain competency to be safe, compliant and a minimal risk on public roads |

Procedures, Policies, Documents + Records + Monitoring + Corrective Actions + Internal Audit = Continual Improvement



Growth of the RTMS in SA



146 fleets representing almost 8 000 trucks & buses (In 2007 there were 74 certified vehicles)

Three bus operators:

- Buscor 404 buses
- Intercape 152 coaches
- GABS Over 1000 buses

24 abnormal load operators:

- 258 vehicles
- Plant hire, construction, engineering, mobile cranes
- 2 commercial A/L operators (108 vehicles)

DECADE OF ACTION FOR ROAD SAFETY 2011 - 2020

transport
Department of Transport
REPUBLIC OF SOUTH AFRICA

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TRANSPORT INFRASTRUCTURE
Committed to improving transport infrastructure and transport services



Services are:

- Road Protection
- Road Maintenance
- Road Transport Efficiency
- Road Security
- Road Load Optimisation





UP OF SEI



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B1

LEK259

MAN

HDX-438 MP

LEK259



D1

MAN



KAB401

2237

DSY-417 MP

C1



THIS PLAQUE WAS UNVEILED BY:
THE HONOURABLE MS D PETERS
MINISTER OF TRANSPORT
15 OCTOBER 2014

TO MARK THE LAUNCH OF THE BUSCOR BI-ARTICULATED BUSTRAIN
WHICH IS THE 1ST OF ITS KIND IN THE WORLD.
THE MAN BI-ARTICULATED BUSTRAIN IS BUILT ON A FRONT ENGINE
AND WILL OPERATE ON ALL CLASSES OF THE ROAD.
THIS CONCEPT WAS DESIGNED BY
BUSCOR'S RESEARCH AND DEVELOPMENT DEPARTMENT
AND WAS BUILT BY
MAN BUS & TRUCK SA.





RTMS
 Certificate of Appreciation
 The South African Road Transport & Logistics Council
GOLDEN ARROW BUS SERVICES (PTY) LTD
 (For their contribution to the industry)

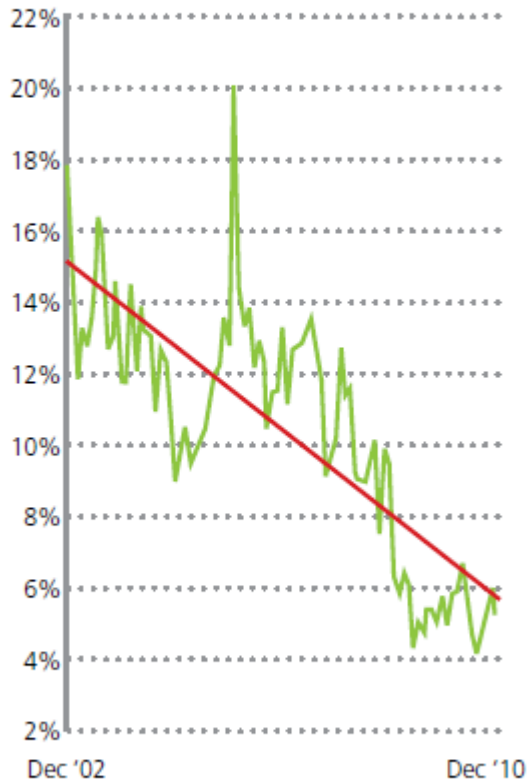
Presented to Golden Arrow Bus Services (Pty) Ltd on 15th November 2011
 by the South African Road Transport & Logistics Council

RTMS

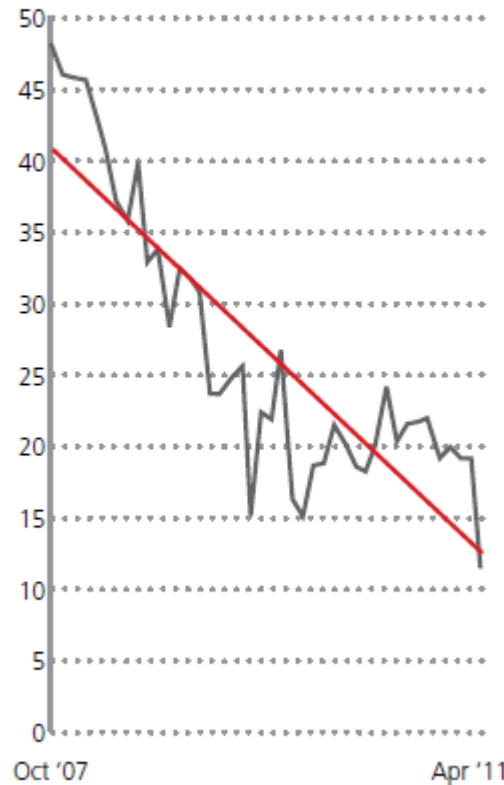
Transport
 SOUTH AFRICA

Reduction in overloading & speeding

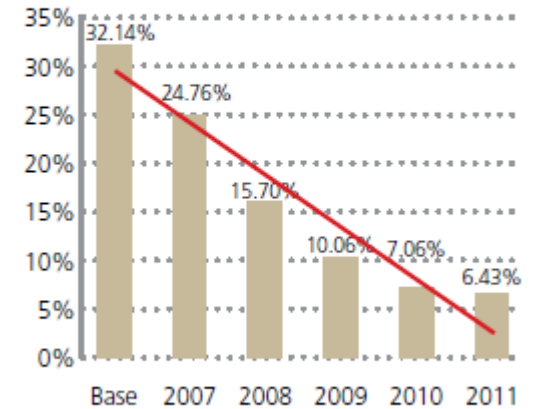
OVERLOADING OVER TOLERANCE SINCE NOVEMBER 2002



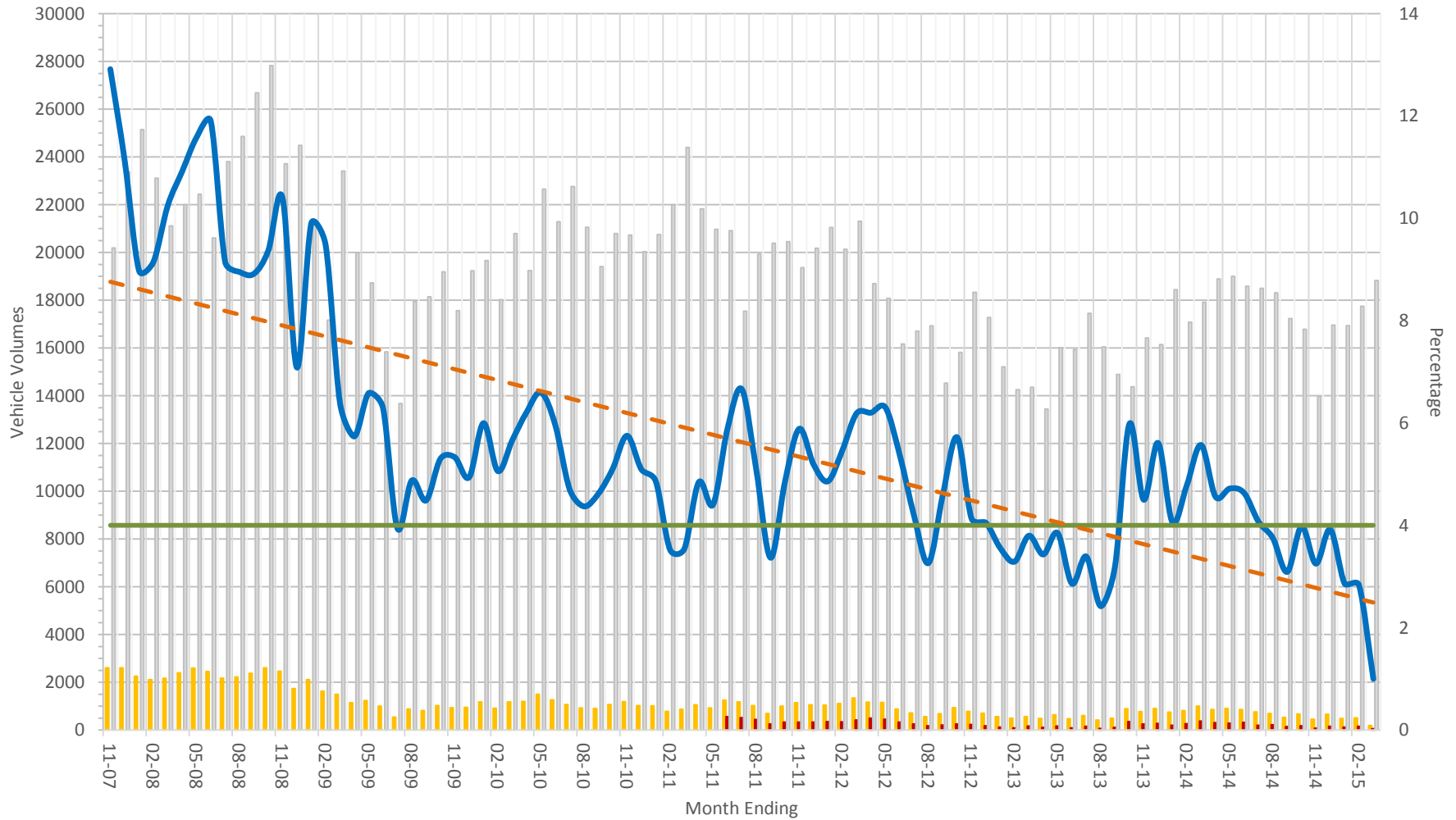
NUMBER OF SPEEDING INCIDENTS



% LOADS OVER 2% TOLERANCE YEAR ON YEAR IMPROVEMENT – RTMS MILLS



Percentage Overload



■ Overloaded (>2%)
 ■ Overloaded (>5%)
 ■ Total Trips
 — Percentage Overload
 — Industry Target
 - - - Linear (Percentage Overload)

RTMS Accreditation

Overview 2005 - 2012



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

Overview 2005 - 2012

Fleet management was generally viewed as a **fleet maintenance service**, which led to the various activities being dealt with on a decentralised somewhat fragmented basis.

During the financial year 05 / 06 the **organisational structure** of fleet services was reviewed and consequently aligned with a proposed business model which provided functionally aligned vehicles to the operations in terms of an internal price recovery agreement.

Fleet Statistics

The Electricity Services fleet comprised a **fleet of 840 vehicles** ranging from off road utility vehicles, sedans, Idv's and panel vans to light, medium and heavy trucks as well as a variety of truck mounted aerial platforms

The fleet stock replacement cycle at the time was 33 years which was far above the industry norms for vehicle replacement. Current average Fleet stock replacement cycle 8.5 years

Functional alignment - 40% > 95%

Fleet availability – 65% > 92.7%



Committed to service excellence and protection of the environment

Strategy and Culture

KPI Improvements

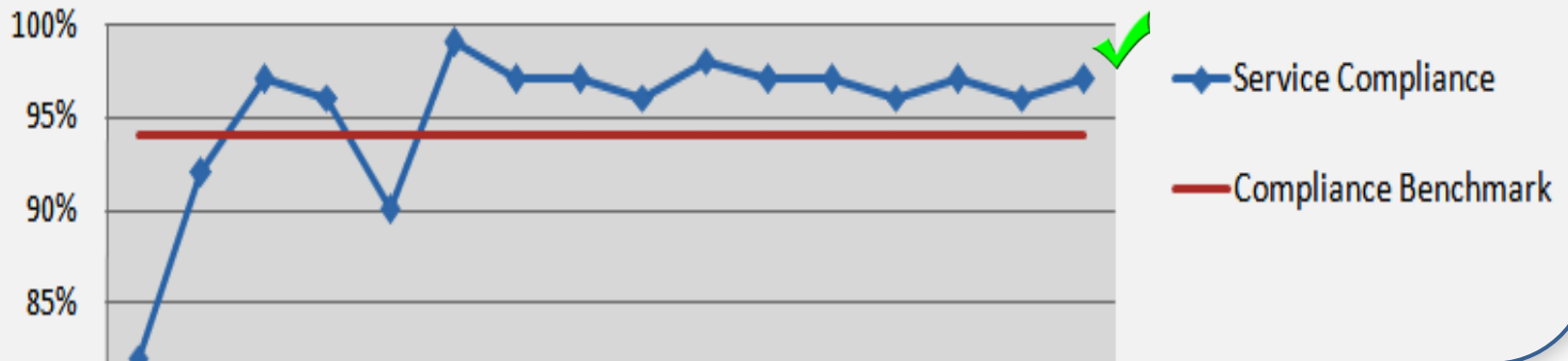
Maintenance compliance



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Proactive Maintenance Compliance

Feb 2008 - Oct 2012



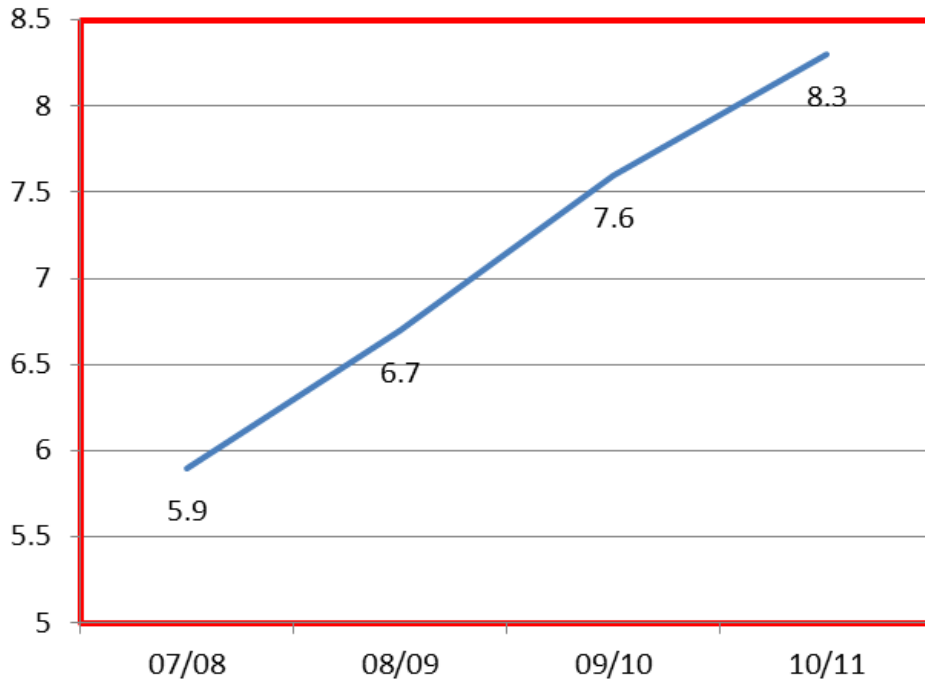
KPI Improvements

Fuel Consumption

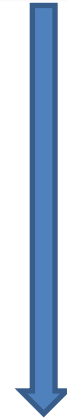


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Improved fuel consumption Km/Liter



Benefits derived from adequate investment in fleet



Fleet functional alignment

Fuel efficient technology

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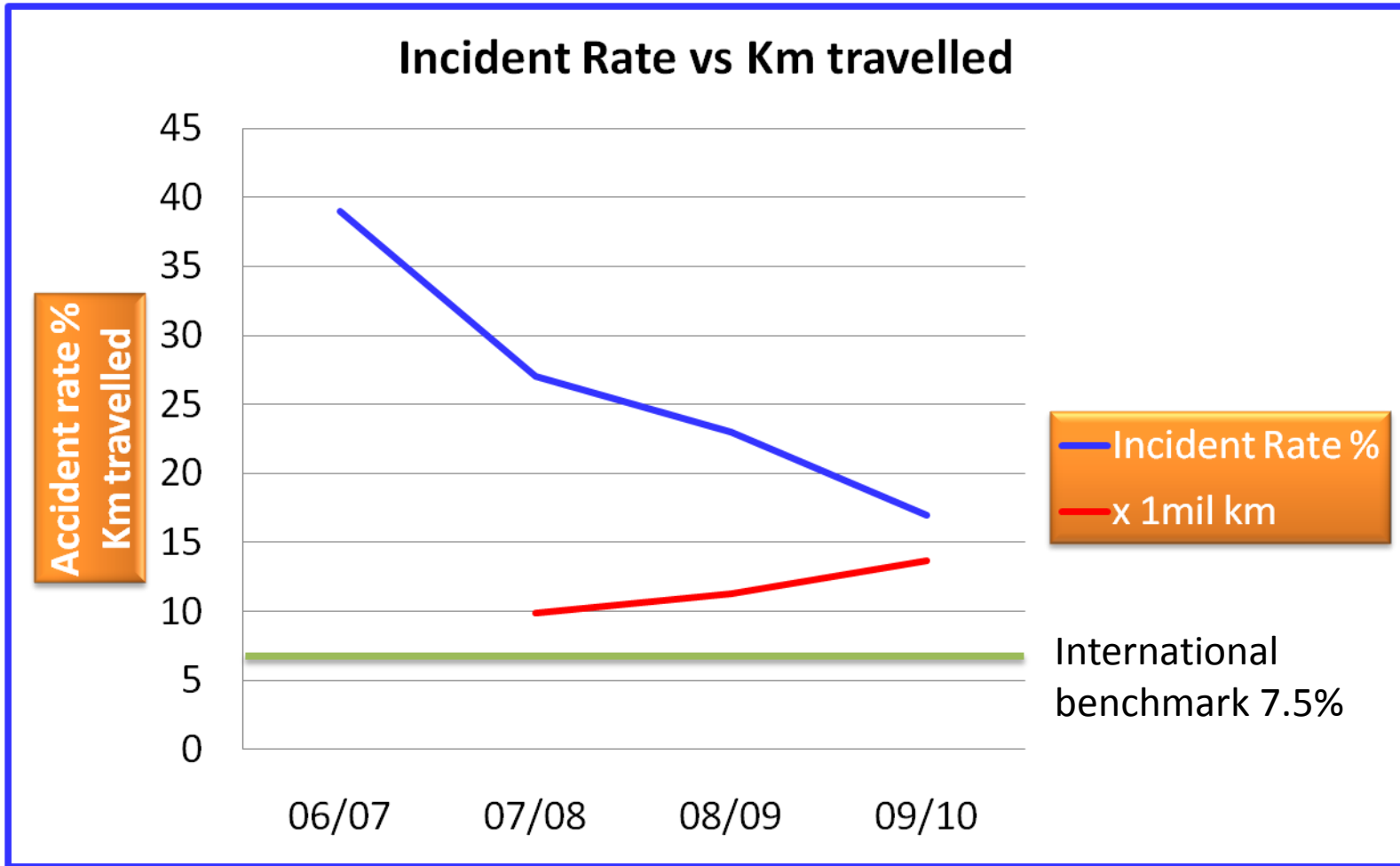


KPI Improvements

Incident Rate vs Km travelled



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Committed to service excellence and protection of the environment

Statutory Compliant

RTMS benefits: Crash reductions

- Barloworld Logistics: 66% reduction in the number of crashes in 2012 (owner driver fleet);
- Vehicle Delivery Services: 42% reduction in serious crashes from 2011 to 2012;
- Timber Logistics Services: 50% reduction in crashes and incidents from 2009 to 2012;
- The City of Cape Town, Electricity Support Services: 44% reduction in the number of crashes;
- Unitrans Amatikulu: cost of crashes reduced from 5.0% of revenue to 1.3% of revenue (reduction in the frequency and severity of crashes)

Pre- and Post-RTMS Stats (2014)

| | Pre-RTMS | Post-RTMS |
|---|----------|-----------|
| Average Overloading | 23% | 2.53% |
| Vehicle Maintenance Compliance | 62% | 95.50% |
| Compliance with Speed limits | 63% | 97.40% |
| Fatigue Management | 54% | 94.60% |
| Medical Fitness | 23% | 93% |
| Accidents per million kilometres | Unknown | 7.8 |
| Driver Training | 24% | 92% |

THANK YOU

